

DENTURES

- IMMEDIATE DENTURES
- NEW MAGNETIC DENTURES
- REPAIRS... RELINES While U Wait
- Pensioners Welcomed DIFFICULT CASES No Extra Charge

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Baking Demonstration
The Sara Circle of the First Methodist Church visited the Redondo headquarters of the Southern California Gas Co. recently where the members were served a dessert luncheon and then given a demonstration of cooking and baking on gas ranges.

Assemblyman Aims Views About Metropolitan Transit Authority
By CHARLES E. CHAPEL
Assemblyman, 46th District
C. M. "Max" Gilliss, executive director, Los Angeles Metropolitan Transit Authority, 1060 South Broadway, Los Angeles 10, telephone number

Richmond 9-7211, is a man to write or telephone if you are unhappy about the plan of the Metropolitan Transit Authority to not run a branch of any rapid transit system into the southwestern portion of Los Angeles County, more particularly into the 46th Assembly District, which I represent, and especially to the Los Angeles International Airport.

"Dear Charles: The plan recommended by the Consulting Engineer did not have a branch line to the Los Angeles International Airport because the traffic and revenue studies did not show it to be a heavy 'corridor.' The people who come to the airport leave there and go in all directions.

new look at this area's future. Recently, as you know, following your own appearance with citizens of the area before the Highway Commission, that Commission indicated a favorable reception to your proposal for expediting work on the San Diego Freeway. Similarly, our Engineer will reappraise all of his 'traffic corridors,' including the one to the Airport before anything is built.

A LETTER written to me by Mr. Gilliss on Aug. 24, 1960, which I have permission to publish, is of great public interest. It reads as follows:

"BECAUSE the traffic in and out of the Airport is increasing, all public agencies having a responsibility in transportation have taken a

"Your second question, Charles, was 'How are you going to finance the proposed new system?' The MTA Act calls for us to see whether or not such a system can be financed with revenue bonds. We should have the answer on December 6 or 7. If it can be financed with revenue bonds, the problems from there on are mechanical ones. If it cannot be financed through the sale of revenue bonds, then Legislature, representing the people, should be told what the deficiency is and what avenues of financing are available to us. The Legislature and the people should have an opportunity to determine whether they want to buy it.

"BECAUSE of the particular interest you evidenced in earlier legislative hearings, you will be pleased to know that our legislative proposals this year will include the elimination of the so-called 'superintendence' provisions. In the meantime, we are taking significant steps and, we believe, orderly steps to make improvements in the organization and service of the present system.

"Very truly yours, 'C. M. Gilliss Executive Director'

NOTICE THAT in the above letter Mr. Gilliss refers to 'the elimination of the so-called 'superintendence' provisions' of the enabling act for the Metropolitan Transit Authority. This requires a little explanation because it involves a curious thing that I have never been able to get the Los Angeles Metropolitan newspapers to discuss, even though they have known about it for years. When the Metropolitan Transit Authority was given special privileges by the Legislature, I voted against the measure and spoke against it in committee meetings and on the floor of the Assembly because of the existence of the Transerv Corporation.

THIS IS a corporation set up a few years ago to provide that when the Metropolitan Transit Authority came into existence, the officers of the two old bus companies which were combined to form what is now politely called a "rapid transit" system would be kept on the payroll of the Los Angeles Metropolitan Transit Authority at huge salaries practically for life.

I argued for years that this is at least a "gimmick." I am afraid to call it a racket because I do not want to face a law suit, but anyone can send \$6.25 to the Secretary of State, State Capitol, Sacramento 14, California, and receive a copy of the articles of incorporation of the Transerv Corporation and see for themselves what happened.

There are other reasons why I opposed the creation of the Metropolitan Transit Authority, but this, in itself, was enough.

Teaching Exams Set for Oct. 28

Persons needing to satisfy the California teaching credential requirement on the Constitution of the United States may take the necessary examination at El Camino College on Friday, Oct. 28. Examination time is 4 p. m. in Room 6 of the Social Science building John de la Haya, assistant director of instruction, said.

Students taking the political science course, "Government of the United States and California," will satisfy the state requirement upon completion of the course. It is offered by El Camino College regularly during the fall, spring and summer sessions.

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CHUCK ROAST or CHUCK STEAK 49¢ lb	ROUND BONE ROASTS 59¢ lb	SLICED BOLOGNA 6-oz. 29¢ Pkg.	A&P QUALITY GROUND BEEF 39¢ lb
U.S.D.A. CHOICE BONE-IN ROUND STEAK 79¢ lb	SHOULDER VEAL CHOPS 59¢ lb	PIMIENTO or OLIVE LOAF 6-oz. 33¢ Pkg.	EXTRA LEAN GROUND CHUCK 59¢ lb
FORTERHOUSE or T-BONE STEAK \$1.09 lb.	BONELESS CUTLETS or ROUND STEAK \$1.09 lb.	COOKED SALAMI 6-oz. 35¢ Pkg.	U.S.D.A. CHOICE GROUND ROUND 69¢ lb
RIB or CLUB STEAK 89¢ lb	SMALL LOIN VEAL CHOPS 95¢ lb	OSCAR MAYER SMOKEY LINKS 12-oz. 59¢ Pkg.	PURE PORK SAUSAGE 1-lb. Rolls 45¢ lb
BONELESS CLOD ROAST 75¢ lb	ECONOMICAL VEAL BREAST 29¢ lb	OSCAR MAYER FRANKS ALL MEAT 55¢ lb	SUPER-RIGHT LINK SAUSAGE SKINLESS 8-oz. 27¢ Pkg.

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LIBBY'S SAUERKRAUT 2 16-oz. Cans 27¢	LIBBY'S PEAS 2 8 1/2-oz. Cans 27¢

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LIEBRAUMILCH ITALIAN ROSE CHIANTI SPANISH RIESLING Full Fifth 99¢ ea.

BREAST o' CHICKEN TUNA FISH 6 1/2-oz. Can 33¢	HERSHEY VITAMIN FORTIFIED CHOC. SYRUP 10c Off 22-oz. 53¢
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